

\$19,267.75 as his or her share of that debt.

TRADE WITH JAPAN

Mr. THOMAS. Mr. President, as the chairman of the Subcommittee on East Asian and Pacific Affairs, I come to the floor today to discuss briefly an issue that causes me some concern.

I see from press reports and statements released by the White House that during his recent visit to Japan, President Clinton touted his successes vis-a-vis trade with Japan, claiming that his administration has steered that trade relationship in the most positive direction in years. These statements follow others President Clinton made last week stating that recent increases in automobile and automotive parts exported to Japan are the result of an auto trade agreement his administration signed with Japan last August.

Now, you'd think that after two recent articles in the *Journal of Commerce* and the *Washington Post*—entitled respectively "More Auto Exports to Japan: Who Gets the Credit?" and "Clinton Claims on Auto Trade Disputed"—the President would have thought twice about taking credit for something that's going on anyway. Since the articles speak for themselves, I would ask unanimous consent that they be printed in the RECORD.

There being no objection, the articles were ordered to be printed in the RECORD, as follow:

MOVE AUTO EXPORTS TO JAPAN: WHO GETS THE CREDIT?

(By John Maggs)

WASHINGTON.—The closer one looks at the upturn in U.S. automotive exports to Japan, the tougher it gets to lay all the credit at the feet of President Clinton and his top trade negotiator Mickey Kantor.

President Clinton is expected to trumpet those trade results in a White House event today marking the first six months since last year's landmark U.S. Japan auto trade pact.

Claiming credit for that agreement is a small but significant piece of Mr. Clinton's re-election strategy, in which he will argue that his "free and fair" trade policy has created thousands of U.S. jobs.

As the center of that strategy, the Japan agreement mandates some of the biggest reforms Japan has ever undertaken to loosen formal and informal barriers to imports.

U.S. officials cite numerous regulatory changes they expect to yield results in additional imports. The trickier part is making the connection between these reforms and the statistics on auto trade that Mr. Clinton is expected to cite today.

The numbers are impressive. Exports to Japan by American and Japanese-owned auto factories in the United States were up 50% in 1995, and exports by Ford, Chrysler and General Motors alone are up 36% in the first two months of 1996.

U.S. auto parts exports to Japan—the real focus of the trade agreement—seem to be increasing steadily, although the rise in 1995 was smaller than the year before.

The U.S. parts-content of cars made at Japanese-owned "transplant" factories in the United States, meanwhile, increased 14% in 1995.

The problem is the sheer number of factors affecting the huge U.S.-Japan auto trade, including currency shifts—which made U.S. products much more competitive in 1995—and the lead time to design parts into Japanese models, a factor that makes higher import part levels more likely after 1998.

Among replacement parts, there is very encouraging anecdotal evidence of new retail outlets opening in Japan that will carry U.S. parts, but little evidence that this has yet had a trade effect.

Mr. Clinton will note that auto parts exports to Japan have increased 60% since 1992 but the growth rate is slowing.

CLINTON CLAIMS ON AUTO TRADE DISPUTED

(By Paul Blustein)

The hoopla is scheduled to start around 2 p.m. today at the White House. President Clinton will be there, as will representatives of the Big Three U.S. auto companies and the United Auto Workers. Three new American cars will be on display, with the steering wheels on the right-hand side—made to order for the Japanese market.

The purpose? To celebrate rising automobile and parts sales to Japan and make the claim—which critics call hype—that a major cause was an auto trade agreement that the administration negotiated with Tokyo last year.

The White House has marshaled some impressive-sounding statistics to make the accord look like a job-generating winner. An administration report due to be released today will highlight the fact that in the six months after the pact was signed last August, sales of U.S.-made General Motors Corp., Ford Motor Co. and Chrysler Corp. vehicles in Japan rose 33 percent over the same period a year earlier, according to people familiar with the report.

It also trumpets higher sales of U.S. auto parts to Japanese companies, citing an anticipated increase of 14 percent in the North American content of 1996 model vehicles at Japanese factories on this side of the Pacific.

But many experts question whether such recent increases can be attributed to an agreement reached just a few months ago. While the administration can reasonably claim it created new business opportunities in Japan's repair parts market, they say, most of the latest surge in sales of automotive products is part of a longer-term trend stemming from prior trade deals, the weakness of the U.S. dollar and other factors.

It's "a notable achievement" that U.S. auto parts are making inroads in Japan, said Marcus Noland, a Japan expert at the Institute for International Economics and former senior economist at Clinton's Council of Economic Advisers. But "the administration is probably taking credit for something that's going on anyway." Other skeptics note that sales in Japan of European carmakers like AB Volvo and Volkswagen AG have risen at roughly the same sizzling pace over the past few months as those of the Big Three—without the benefit of a trade deal.

The upbeat nature of today's event will set the tone for Clinton's trip to Tokyo next week, which is shaping up as one of the friendliest U.S.-Japan summits in years as the two sides concentrate on shoring up their security alliance. While Clinton is expected to raise simmering trade disputes over film, computer chips and insurance, the administration is planning to try to focus attention on successes in other trade areas.

U.S. Trade Representative Mickey Kantor is fond of pointing out that U.S. exports to Japan soared 20 percent last year, to \$64 billion, yielding the first decline since 1990 in the U.S.-Japan trade gap. But many econo-

mists ascribe Japan's rising appetite for foreign goods to the strength of the yen, which makes foreign goods cheaper to Japanese buyers, and market-opening measures adopted long ago, rather than to the 20 U.S.-Japan trade deals struck during the Clinton era.

But in an election year, the White House is eager to claim that its aggressive trade diplomacy is producing results. That's particularly true for the auto pact, which came after a high-stakes confrontation.

On one score, the accord has clearly helped generate business for U.S. firms. Tokyo's loosening of its rules concerning the parts used in required periodic auto repairs enabled Tenneco Automotive, among others, to strike a lucrative deal for distribution of its Monroe shock absorbers in Japan.

But can the administration claim that it is responsible for the sizable rise in sales of cars and components to Japanese consumers and factories? "Whatever success you see today, the seeds were planted for that many years earlier," said a Bush administration trade official, who noted that Japanese auto companies typically choose their parts suppliers several years before a car model is produced.

Moreover, the pact has fallen short of administration hopes in one area—agreements by Japanese auto dealers to sell U.S. cars. When the deal was signed, Washington declared (without Tokyo's concurrence) that over the remainder of this decade, 200 dealers a year should sign up with GM, Ford or Chrysler. Only 30 have done so in the months since the accord was struck, although sources said yesterday that Chrysler may soon announce a deal for 60 or 70 more.

Mr. THOMAS. While I would agree that our Trade Representative Mickey Kantor has done an impressive job, not only in negotiations with Japan but with other countries as well, most notably China, but I would also agree with the vast majority of economic analysts who believe that most of the improving climate for American cars in Japan is due to natural market forces. For example, over the last year or so the yen has grown stronger compared with the dollar, making American goods cheaper in Japan. Matsushita Noriyuki, a senior economic analyst at the Nikko Research Centre, attributes increased sales of U.S. cars in his country primarily to the fact that the price of those cars has decreased. In addition, Matsushita points to major changes made by American car manufacturers to accommodate Japanese tastes and habits—such as increased attention to quality, right-hand steering wheels, and smaller model sizes—as a major factor in increased sales. More importantly, trade agreements struck before Mr. Clinton took office—under Republican administrations—are finally bearing fruit.

Mr. President, since 1992 we've grown used to a Clinton foreign policy that is an oxymoron, to a foreign policy that is reactive rather than proactive. We've grown used to a wide credibility gap between what Governor Clinton said as a candidate and what his actions are as President—I've spoken before on this floor about the irony of a President who accused George Bush of coddling China now doing more coddling of that country than President Bush could ever have been accused of.

We've grown used to President Clinton coopting as his own such Republican initiatives as the line-item veto, budget cutting, and calls for an end to the era of big government.

I guess that now, as the November elections approach, it should come as no surprise that we can now also look forward to President Clinton's rhetoric far outpacing his performance in the foreign policy arena and for him to increasingly take credit for the hard work of others.

VIOLENCE IN LEBANON

Mr. ABRAHAM. Mr. President, I rise today to express my deep concern regarding the most recent violence in Lebanon. I have immediately contacted the Clinton administration and urged them in the strongest possible terms to do everything in the power of the United States to cease the hostilities between Israel and Hezbollah in Lebanon. Many innocent civilian men, women, and children have been killed and there have been thousands of refugees who have been forced to flee their homes.

The Arab-American community, many who have family and friends in Lebanon, have communicated to me first-hand accounts of the recent violence and tragedy. The most disturbing fact is the great loss of civilian lives, especially the children. These deaths, no matter where they occur, are always tragic.

To help us immediately address the plight of these innocent victims, I have requested emergency assistance for the Lebanese civilians and refugees from the Department of State, the Agency for International Development, and the Department of Defense. The Lebanese are in need of food, medicine, water, emergency electric generators, beds, and other necessities. Mr. President, I am hopeful that my colleagues will support this request for aid and I am hopeful that this administration will use all of American's influence to cease the fighting in Lebanon immediately.

PRAISING THE LATE SENATOR EDMUND MUSKIE

Mr. CONRAD. Mr. President, the death of Ed Mudkie marks a deep personal loss for me, and a loss for our Nation. Senator Muskie was a close personal friend and leader in both the Senate and our national political scene. As a young man, I can remember my admiration for his integrity and dedication when I served as a midwestern State coordinator for his Presidential campaign in 1972. In the Senate he was the leader in urging creation of a Senate Budget Committee so the Chamber would have a committee with a board overview of the budget process. In this time of public concern over the Federal budget, it is important we remember that as the first chairman of the Budget Committee, Senator Muskie warned the Congress and the Nation of the

need to balance our Federal budget to protect America's future. Those of us who serve on the committee today are still mindful of the foresight he showed, and are working to see that his legacy is fulfilled. Americans of this generation also owe a debt to the former Senator from Maine for his vision and his tireless efforts in awakening Congress and the Nation to the critical importance of enacting comprehensive laws to protect our Nation's environment for future generations. Our Nation owes him a deep debt of gratitude we can never repay.

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Thomas, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate committees.

(The nominations received today are printed at the end of the Senate proceedings.)

MESSAGES FROM THE HOUSE

At 10:45 a.m., a message from the House of Representatives, delivered by Mr. Hays, one of its reading clerks, announced that the House has agreed to the following resolution:

H. Res. 406. Resolution in tribute to Secretary of Commerce Ronald H. Brown and other Americans who lost their lives on April 3, 1996, while in service to their country on a mission to Bosnia.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. CHAFEE, from the Committee on Environment and Public Works, without amendment:

S. 1422. A bill to authorize the Secretary of the Interior to acquire property in the town of East Hampton, Suffolk County, New York, for inclusion in the Amagansett National Wildlife Refuge, and for other purposes (Rept. No. 104-255).

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. BUMPERS:

S. 1688. A bill to establish a National Center for Rural Law Enforcement, and for other purposes; to the Committee on the Judiciary.

By Mr. GRAMM (for himself and Mrs. HUTCHISON):

S. 1689. A bill to provide regulatory fairness for crude oil producers, and to prohibit fee increases under the Hazardous Materials Transportation Act without the approval of Congress; to the Committee on Commerce, Science, and Transportation.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. DOLE (for Mr. NICKLES (for himself, Mr. INHOFE, Mr. DOLE, Mr. DASCHLE, Mr. LOTT, Mr. FORD, Mr. ABRAHAM, Mr. AKAKA, Mr. ASHCROFT, Mr. BAUCUS, Mr. BENNETT, Mr. BIDEN, Mr. BINGAMAN, Mr. BOND, Mrs. BOXER, Mr. BRADLEY, Mr. BREAUX, Mr. BROWN, Mr. BRYAN, Mr. BUMPERS, Mr. BURNS, Mr. BYRD, Mr. CAMPBELL, Mr. CHAFEE, Mr. COATS, Mr. COCHRAN, Mr. COHEN, Mr. CONRAD, Mr. COVERDELL, Mr. CRAIG, Mr. D'AMATO, Mr. DEWINE, Mr. DODD, Mr. DOMENICI, Mr. DORGAN, Mr. EXON, Mr. FAIRCLOTH, Mr. FEINGOLD, Mrs. FEINSTEIN, Mr. FRIST, Mr. GLENN, Mr. GORTON, Mr. GRAHAM, Mr. GRAMM, Mr. GRAMS, Mr. GRASSLEY, Mr. GREGG, Mr. HARKIN, Mr. HATCH, Mr. HATFIELD, Mr. HEFLIN, Mr. HELMS, Mr. HOLLINGS, Mrs. HUTCHISON, Mr. INOUE, Mr. JEFFORDS, Mr. JOHNSTON, Mrs. KASSEBAUM, Mr. KEMPTHORNE, Mr. KENNEDY, Mr. KERREY, Mr. KERRY, Mr. KOHL, Mr. KYL, Mr. LAUTENBERG, Mr. LEAHY, Mr. LEVIN, Mr. LIEBERMAN, Mr. LUGAR, Mr. MACK, Mr. MCINCH, Mr. MCCONNELL, Ms. MIKULSKI, Ms. MOSELEY-BRAUN, Mr. MOYNIHAN, Mr. MURKOWSKI, Mrs. MURRAY, Mr. NUNN, Mr. PELL, Mr. PRESSLER, Mr. PRYOR, Mr. REID, Mr. ROBB, Mr. ROCKEFELLER, Mr. ROTH, Mr. SANTORUM, Mr. SARBANES, Mr. SHELBY, Mr. SIMON, Mr. SIMPSON, Mr. SMITH, Ms. SNOWE, Mr. SPECTER, Mr. STEVENS, Mr. THOMAS, Mr. THOMPSON, Mr. THURMOND, Mr. WARNER, Mr. WELLSTONE, and Mr. WYDEN):

S. Res. 249. A resolution expressing the sense of the Senate on the anniversary of the Oklahoma City bombing; considered and agreed to.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. BUMPERS:

S. 1688. A bill to establish a National Center for Rural Law Enforcement, and for other purposes; to the Committee on the Judiciary.

THE NATIONAL RURAL LAW ENFORCEMENT ACT OF 1996

• Mr. BUMPERS. Mr. President, I am introducing the National Rural Law Enforcement Act of 1996. This bill is not very complicated. It establishes a National Center for Rural Law Enforcement, to provide rural police and sheriff departments with the training they need to meet the demands of modern rural law enforcement.

Consider a few facts and figures about rural crime and law enforcement:

One third of all Americans live in rural areas.

Ninety percent of the law enforcement agencies in our country serve populations of 25,000 or fewer citizens. Three quarters of those departments serve fewer than 10,000 citizens.

Crime in rural communities has risen more than 35 percent during the last decade.

The Criminal Justice Institute at the University of Arkansas at Little Rock